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REFERENCES: [REDACTED]

ATTACHMENT TO L-2876
15 MARCH 1967
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LOGISTICS BOTTLENECK
VINH/DONG HOI RAIL LINE, NORTH VIETNAM
1754N 10600E

(SEE NPIC BRIEFING BOARD L-1241 FOR COMPARISON)

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS A LOGISTICS BOTTLENECK ON THE VINH/DONG HOI RAIL LINE AT THE SITE OF THE DESTROYED THUONG PHONG TRANG RAILROAD BRIDGE OVER THE RAO NAY (RIVER).

2. MISSION READOUT:

[REDACTED] REVEALS A RAIL CABLE BRIDGE BY-PASS (THUONG PHONG TRANG RAILROAD BRIDGE EAST, [REDACTED] UNDER CONSTRUCTION JUST SOUTHEAST OF THE DESTROYED THUONG PHONG TRANG RAILROAD BRIDGE OVER THE RAO NAY [REDACTED] ALSO OBSERVED IN THE AREA ARE AN OPERATIONAL TRAMWAY AND TRANSLOADING AREA ADJACENT TO AND WEST OF THE DESTROYED BRIDGE, AND TWO ADDITIONAL TRAMWAYS UNDER CONSTRUCTION AT UTM'S XE062805 AND XE061805.

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[REDACTED] REVEALS THAT CONSTRUCTION HAS BEEN ABANDONED ON THE RAIL BY-PASS CABLE BRIDGE, AND ON THE PREVIOUSLY OBSERVED TRAMWAY UNDER CONSTRUCTION AT UTM XE062805.

A NEW RAIL SPUR EXTENDS FROM THE MAIN LINE AT UTM XE064797 NORTHWEST TO A NEW TRANSLOADING AREA ON THE SOUTH BANK OF THE RAO NAY (RIVER) AT UTM XE067802. STACKS OF UNIDENTIFIED SUPPLIES ARE LOCATED AT THE END OF THE SPUR. A NEW PROBABLE TRAMWAY IS UNDER

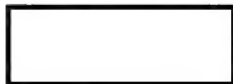
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CONSTRUCTION ADJACENT TO AND EAST OF THE DESTROYED RAILROAD BRIDGE.
A T-SHAPED CABLE ANCHORAGE IS OBSERVED ON THE NORTH BANK OF THE
RIVER.

STACKS OF UNIDENTIFIED SUPPLIES ARE ALSO OBSERVED AT THE FOLLOWING
LOCATIONS:

A. ADJACENT TO AND WEST OF THE DESTROYED RAILROAD BRIDGE ON
BOTH BANKS OF THE RIVER AT THE SITE OF THE PREVIOUSLY REPORTED
OPERATIONAL TRAMWAY.

B. AT A TRANSSHIPMENT AREA ON THE SOUTH BANK OF THE RIVER AT
THE SITE OF AN OPERATIONAL TRAMWAY AT UTM XE061805 WHICH WAS UNDER
CONSTRUCTION ON THE  PHOTOGRAPHY. SOME OF THESE SUPPLIES
ARE PARTIALLY CAMOUFLAGED. AN ACCESS ROAD LEADS FROM THIS AREA TO
ROUTE 110.

C. ADJACENT TO THE MAIN RAIL LINE AT UTM XE063807.

APPROXIMATELY TWENTY RAIL CARS ARE NOTED IN THE VICINITY, NINE
OF WHICH ARE SOUTH OF THE RIVER AND ELEVEN OF WHICH ARE TO THE NORTH.

3. REMARKS:

THE ABSENCE OF A RAIL RIVER CROSSING OVER THE RAO NAY HAS
APPARENTLY CAUSED A CONSIDERABLE BACK-UP OF SUPPLIES IN THIS AREA.
ALTHOUGH AERIAL TRAMWAYS PROVIDE A MEANS OF SHUTTILING SUPPLIES

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ACROSS THE RIVER, THEY ARE APPARENTLY TOO SLOW TO HANDLE THE
VOLUME OF MATERIAL BEING MOVED ALONG THE RAIL LINE.



ALL UTM COORDINATES ARE TAKEN FROM AMS SERIES L7014,
SHEET 6244 IV.

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NPIC L-2876 (3/67)

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